

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Doberitz Airfield

EVALUATION see below

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DATE OF CONTENT 5 to 20 March 1952

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DATE PREPARED 10 April 1952

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PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. About 4 p.m. on 6 March 1952, a convoy of about 22 trucks occupied by air force soldiers was seen on Hamburger Chaussee in Doberitz heading toward Wustermark.

Two of the trucks were loaded by 24 crated bombs each about 150 cm long and 40 to 50 cm in diameter.

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3. At 1 p.m. on 6 March, tank trucks and trucks which came from the airfield billeting area or from Steaken assembled on Hamburger Chaussee on the north side of the field. A total of 32 vehicles had assembled at 2 p.m. Source could make his observations only until 3:30 p.m. when the convoy had not yet left. A radio truck fitted with a rod antenna was seen in the northwestern corner of the field. There was no change in the locations of the radio installations west of the field. Three masts each of them fitted with one cross rod provided with dipoles were seen for the first time. About 25 soldiers were seen in trenches on the west side of the field. These soldiers appeared to be there in connection with an alert practice.

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4. At 10 a.m. on 6 March, an alert was practiced at the field. About 10:20 a.m., 18 planes took off in flights toward Brandenburg, while other planes took off later. At 1:30 p.m., the southern portion of the field, where the planes of Unit Valakhotski are usually parked, was vacant. Fifty-three aircraft were parked along the north side of the installation. The kitchen of Unit Valakhotski did not serve any meals at noon. Source learned from other workers that a convoy had left toward Priort. At 6:45 a.m. on 7 March about 50 aircraft were parked in the southern portion of the installation. These planes had probably landed during the preceding night. From the noise of running engines, source inferred that aircraft took off at 8:30 p.m. At 5:15 p.m. the southern portion of the field was empty. In the northern portion of the field the same number of aircraft was observed as on the previous day. No take-offs were observed during the period from 11 through 13 March. On 13 March, Major Valakhotski (Znu) stated that his unit was located about 120 km from Doberitz in the direction of Brandenburg. On 14 March, planes took off from the field and returned at night.

5. Aircraft observed at the field about 2 p.m. on 11 March included 50 to 55 single-engine ground attack aircraft parked in two rows on the north side of the field,

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9 on its east side and 9 on its south side in front of the hangars. Between 10 a.m. and 4 p.m. on 13 March, 50 to 55 ground attack aircraft were parked on the north side, 9 on the east side and about 20 on the south side of the field. No twin-engine aircraft were seen. Between 11 a.m. and 1 p.m., 10 aircraft practiced local flights. [redacted] on the flying planes. The sky was clear. Maintenance work was being performed on the aircraft parked at the northern edge of the installation. [redacted]

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6. On 20 March, 50 to 55 single-engine ground attack aircraft [redacted] were parked along the north side of the field. Nine other ground attack planes were observed on the east side and 19 to 20 such planes in addition to 4 biplanes on the south side and another 4 twin-engine planes on the east side of the installation. Between 10 a.m. and 12:30 p.m., planes took off individually and then practiced flying in formations of 3, 5 and 8. Planes [redacted] participated in these flights. [redacted]

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7. On 14 March about 65 single-engine low-wing monoplanes were observed at the field. Seventeen of them were parked on the south side, the others were parked on the north side of the installation. There was no flying. The radio installation previously located in the western portion of the field was no longer seen. However, there was no change in the status of the radio installation with four masts west of the field.

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8. On 8 March, 17 fuel containers the size of railroad tank cars, which had apparently been recently painted were observed in the patch of woodland in the northwestern corner of the installation. Sand was piled up beside these tanks. A fuel truck was refueling from an underground installation near a two-story building in the southern portion of the wooded area. (2)

9. On 15 March, 48 IL-10s were parked at the field. However, not all of the planes available could be seen. [redacted] were identified on the aircraft parked at the northern edge of the installation. The leading edge of the rudder assembly of [redacted] (3) There was heavy flying by IL-10s between 11:30 and 2:20 p.m. The weather was fair. [redacted] stripes on the leading edges of their rudder assemblies. (3) After 12:30 p.m., several aircraft landed and were parked on the southern edge of the field. At 12:45 p.m., aircraft [redacted] at 1:20 p.m., aircraft [redacted] took off. The excavation work in the wooded area in the northeastern corner of the field where the 17 fuel containers had been observed on 8 March was not yet completed. [redacted]

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10. Aircraft observed at the field between 4:30 and 5:45 p.m. on 13 March included about 45 IL-10s parked along the northern edge and about 18 along the southern edge of the field. [redacted] on the aircraft parked at the northern edge. One IL-10 [redacted] landed and subsequently taxied to the southern edge of the installation. Tank truck [redacted] fitted with a tank about 3 meters long and 1 1/2 meters in diameter refueled by means of a motor pump at the fuel dump in the northwestern corner of the field. The refueling took exactly 15 minutes. Two radio trucks with extended antenna rods were observed beside the fuel dump. Three flatbed trailers each mounting a searchlight about 1 meter in diameter were standing behind the hangars on Heerstrasse. Bomb crates about 20x20x30 cm were observed

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in an open shed at the southwestern edge of the field. [REDACTED]

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11. On 18 March, 53 IL-10s were parked at the field. [REDACTED]  
 [REDACTED] were identified on the planes observed at the northern edge of  
 the field. There was no flying. Work on the construction of trenches was  
 started in the northeastern corner of the field. (u) [REDACTED]

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[REDACTED] Comments.

(1) Paragraphs 1 through 4 of the report indicate that elements of the ground  
 units of one of the two regiments stationed in Doeberitz moved by road to an  
 unknown place on 6 March 1952. The statement contained in paragraph 4,  
 according to which the unit moved to a place 120 km away in the direction of  
 Brandenburg was made for reasons of deception. On 6 March and subsequent days  
 the aircraft stationed at the field practiced flying and returned to Doeberitz  
 in the course of the afternoon. The number of aircraft observed at the southern  
 edge of the field indicated that only elements of the regiment participated in  
 the exercise. It appears improbable that the exercise was held together with  
 army units since no such combined exercises were observed in this area. It is  
 also considered unlikely that the regiment participated in a maneuver held in  
 Thuringia during that time. It is believed that the ground units concerned will  
 return to Doeberitz after completion of the exercise. It appears that the other  
 regiment, whose aircraft are parked on the northern edge of the field, did not  
 participate in the maneuver. Major Valakhotski was previously reported as being  
 the commanding officer of one of the two OATBs stationed in Doeberitz. [REDACTED]

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(2) The fuel dumps of the two ground attack regiments are believed to be located in  
 this patch of woodland.

(3) The information on the color of the leading edges of the rudder assemblies does  
 not seem to be reliable. The planes of the two regiments stationed in Doeberitz

[REDACTED] The aircraft of the third regiment of the  
 division which is stationed in Stendal are marked by white stripes. It is  
 believed improbable that planes of this regiment would have landed in Doeberitz.  
 (4) It is possible that the construction of such trenches was ordered by the Hq  
 Twenty-Fourth Air Army in connection with strict security measures to be taken  
 for all airfields. [REDACTED]

(5) Apart from the information on special exercises held by one of the two  
 regiments, the report confirms previous information on Doeberitz airfield.

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